uſual mode, and ſtayed at the corners; with two knees, or ribs, inſide, exactly above the wheels, and about five feet from the ends, which will leave ten feet in the centre.

Two keels of ſcantling, about ſix inches ſquare, and eighteen inches aſunder, muſt be laid along the centre of the bottom to receive the wheels; or if this is not found ſufficient, a framing, of the ſame dimenſions as the bottom of the boat, may be conſtructed to receive the wheels, and on this framing the boat may be built, which will be ſufficient to ſupport the weight while ſhe is out of water.

The wheels, which may be from ſix to ten inches in diameter, are to be two feet diſtance from the extremities; and may be caſt, axle and wheel, in one piece, and turned at the ſhoulders; or a wrought iron axle if neceſſary, which axle may move on braſs or iron ſteps.

The wheels being thus ſmall, and ſhort in the axle, will lie cloſe under the bottom of the boat, ſecure from the poſſibility of touching the ſides of the canal, or receiving injury; the keels, or platform, which compoſe the bottom, being caſed with thin board, will cover every thing but a part of the wheel rim, as repreſented at A. B. The chains on the end are for the purpoſe of hooking the boat to the leading chains of the inclined plane. In regard to objections which may be ſuggeſted againſt the formation of this boat, I conceive only THREE can ariſe.

Firſt, The diameter of the wheels being ſmall may occaſion ſome additional friction, in paſſing the machinery.

Secondly, The poſſibility of the wheels being injured.

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